***Statement***

*Details of projects awarded during* 2008-09

| Sl.. No | State | Stretch | NH No. | Length (km) | Total Project Cost (Rs in crore) | Mode |
|---|---|---|---|---|---|---|
| 1 | Tamil Nadu | New 4-Lane Elevated Road from Chennai Port-Maduravoyal | 4 | 19 | 1345.00 | BOT |
| 2 | Delhi/Haryana | Badapur Elevated Highway | 2 | 4.4 | 340.00 | BOT |
| 3 | Maharashtra | Pimpalgaon-Nasik-Gonde | 3 | 60 | 940.00 | BOT |
| 4 | Maharashtra | MP/Maharashtra Border-Dhule | 3 | 98 | 835.00 | BOT |
| 5 | Gujarat | Gujarat/Maharashtra Border-Surat-Hazira Port Section | 6 | 132.9 | 1509.00 | BOT |
| 6 | Maharashtra | Pune-Sholapur Pkg-I (Approved Length 170 km) | 9 | 110.05 | 1110.00 | BOT |
| 7 | Andhra Pradesh | Cuddapah-Mydukur-Kurnool | 18 | 188.75 | 1585.00 | BOT |
| 8 | Kerala | Six laning of Vadakkancherry-Thrissuresection | 47 | 30 | 617.00 | BOT |

**Rise in road accidents**

2286. SHRI B.S. GNANADESIKAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is a steep rise in road accidents in the country and 70 per cent people who died on roads are pedestrians, cyclist and two wheel riders as per a report by Planning Commission;

(b) if so, the details thereof;

(c) whether lack of enforcement against high speed and drunk driving are the main reasons behind these accidents; and

(d) if so, the action taken by Government to address these problems on priority basis?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO SINGH KHANDELA): (a) and (b) A Working Group on Road Accidents, Injury Prevention and Control was set up by the Planning Commission in 2000 to go into all aspects relating to accidents, injury prevention and control. The Working Group, *inter-alia*, made the following observations:—

(i) In India 76,732 persons were killed and 3,24,377 were injured in road traffic crashes in the year 1998.

(ii) The non-motorised transport road users comprising pedestrians, cyclists and other slow moving vehicles are the most vulnerable group and account for 60-80% of fatalities.

Planning Commission has not brought out any report on road accidents since 2000. The issue of road safety was, however, dealt by the Sub-group on Road Safety constituted by the Planning Commission for Eleventh Five Year Plan and accordingly a mention with regard to number of accidents was made in para 9.3.81 of chapter on Roads in the Eleventh Five Year Plan Document, which is reproduced below:

"The number of accidents has quadrupled from 1.1 lakh in 1970 to 4.3 lakh in 2004, with 92,618 persons killed in accidents (one fatality per 4.6 accidents) and 4,64,521 persons injured in 2004. The social cost impact of road accidents is 3% of the GDP."

Details of road accidents in the country for the calendar years 2004 to 2007 (the latest available data) are given in Statement (*See* below).

(c) and (d) The enforcement against high speed and drunk driving and safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken several steps to improve road safety for the road users which are as under:—

(i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.

(ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.

(iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector being implemented by the Ministry since 1997-98 under plan activities.

(iv) Involvement of NGOs for road safety activities by Ministry of Road Transport and Highways and National Highways Authority of India.

(v) Setting up of Driving Training School.

(vi) Publicity campaign on road safety awareness both through the audio-visual and print media.

(vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.

(viii) Tightening of safety standards of vehicles.

(ix) Providing cranes and ambulances to various State Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed stretches of National Highways under its Operation and Maintenance contracts.

(x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

***Statement***

*A. Total No. of Road Accidents in India*

| | 2004 | 2005 | 2006 | 2007 |
|---|---|---|---|---|
| Total No. of Road Accidents | 429910 | 439255 | 460920 | 479216 |
| Annual Growth Rate (%) | — | 2.17 | 4.93 | 3.97 |

*B. Fatalities of Pedestrians, Cyclists and Two Wheeler Riders in Road Accidents in India*

| Year | Pedestrians | Cyclists | Two WheelerShare Riders | of these three groups as a percentage of total Persons killed in Road Accidents |
|---|---|---|---|---|
| 2004 | 8405 | 3522 | 15399 | 29.5 |
| 2005 | 11857 | 4306 | 20303 | 38.4 |
| 2006 | 13294 | 4542 | 23199 | 38.8 |
| 2007$ | 15124 | 6742 | 24146 | 40.2 |

Data excludes Delhi State (1.9% of total persons killed in India due to road accidents in 2007)

$Other non-motorized transports like animal drawn carts, hand carts and cycle rickshaws account for another 1% of persons killed during 2007.

*C. Total No. of Road Accidents due to Consumption of Alcohol or Exceeding Lawful speed*

| Year | Total No. of Road Accidents caused due to consumption of alcohol of drug | Total No. of Road Accidents caused resulting from exceeding lawful speed |
|---|---|---|
| 2004 | 22386 (5.2) | 198972 (46.3) |
| 2005 | 26375 (6.0) | 210100 (47.3) |
| 2006 | 28373 (6.2) | 216769 (47.0) |
| 2007 | 26046 (5.4) | 247371 (51.6) |

Data excludes Delhi State

Figures within parentheses indicate share (in per cent) in total road accidents in the respective year.

**Policy for maintenance of roads during construction/four laning**

2287. SHRI KRISHAN LAL BALMIKI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether any clear-cut policy is being made by Government for maintenance of roads during the construction/four laning by the National Highways Authority of India (NHAI);

(b) if so, the policy for the said purpose;

(c) the reasons behind non-compliance of standard criteria in connection with maintenance of Jaipur-Delhi National Highway No. 8 by the National Highway Authority of India; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) and (b) Yes, Sir. The maintenance of the existing road during construction of four laning is carried out by the Contractor/Concessionaire of respective contact as per the provision of Contract/Concession agreement.

(c) and (d) Jaipur-Gurgaon Section of NH-8 is being maintained in traffic worthy condition by the BOT Concessionaire for Six laning of Jaipur-Gurgaon section who is responsible for its maintenance during concession period as per concession agreement. Similarly Delhi-Gurgoan section is maintained by the concerned BOT concessionaire.

**Pending proposal of MP under Central Road Fund**

2288. SHRI RAGHUNANDAN SHARMA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of pending proposals of Government of Madhya Pradesh under Central Road Fund and the amount involved in these proposals; and